ACK HUNTERS NOW AT WORK.

BRILLS OF A PRACTICE WHICH SPORTSMEN DENOUNCE.

Skill With the Rifle Needed to Kill Deer by Fire Hunting - There is a Fascination About It, Too - But It Gives Little Chance to the Quarry.

Any sportsman when asked will say that acking deer, or shooting deer at night by frelight, is not sport. Yet, perhaps, not two sportsmen in twenty will refuse to go acking if they get the chance.

The practice prevails wherever there are deer and woods and lakes. At least a third as many deer are slain in this way in August and September as in the legitimate hunting esson in November.

All the States which have laws for the proection of deer have legislated against jacking, but many sportsmen from the city who go fishing in the late summer continue to jack. If the kits of these men could be examined they would be found to hold rods and reels, lines and hooks in plenty; also a rifle of small calibre and high power, a hox of shells and a carbide bicycle lamp. In the old days deer were shot after nightfall by the light of torches carried in an

iron brazier on the end of a pole. The torches made a deal of splutter and threw of much smoke and the light was uncerjain. The deer thus had more chance. Now, acetylene gas furnishes the light The old blazing torches would shine in the eyes of a deer at from 150 to 200 yards. The bicycle lamp will shine the eyes at 300 yards or even further of a black night. It is simply a white meteor or comet moving slowly

to the animals as it is fatal to them. Jacking is not confined to any one part the Northern woods, but spreads all through them. It is as common in the Adirondacks as in Minnesota. Indeed, the same men frequent both ends of the great sub-Canadian forest in alternate years and any September they are not jacking in the Rangeley neighborhood they are jacking below the Leech Lake country.

through the darkness and is as fascinating

A Maine man invented the rig that is used skiffs for carrying the light and it was sed in Maine for some years before it found its way West. It consists simply of a lamp carried on a pole three feet long in the bow of the boat.

The behavior of the deer when the light first becomes plain to it varies according othesex. A doe will look at it mildly and curiously, evidently fascinated by its brightress. She will stand stock still until the boat has come within good shooting dis-

Often she will drop her head and gather a mouthful of lily leaves and stand chewing quietly. She does not show any symptom

A buck will not know whether the strange visitor is friend or foe and his actions betray both curiosity and anger. He will trike the water with his forefoot violently sometimes emitting a loud whistle.

Again, he will take a half dozen rapid teps toward the light, with horns lowered id ready for actio; , then leap beck to his riginal stand. The noise of his splashing may be plainly heard and often gets on the hunter's herves.

Again the buck will retreat for a dozen steps toward the bank, getting into water t above his knees, and it would be well for him if he kept on, but almost invariably he wheels and returns, trotting high and lowing hard through his nostrils.

It is evidence of the high state of fear which a mother does move that when he is found feeding with her fawn near is found feeding with her fawn near on the bank she will not stop to investirate the light, but will instantly dash madly the bank and disappear, taking her nursling with her. In her the instinct to preserve

her young dominates curiosity and every other sentiment. Boats which hold a jacker and his guide re always paddled and go slowly. Someimes the rate is so slow that it seems merely or drift, a blot on the night with the fiery eve at the front end. Success of the quest depends more upon silence than upon anything else. Deer are extremely sensitive

o noises at night. Generally a fringe of lily pads runs ut from the shore for from thirty to sixty feet and the hunters must keep outside of this. If the boat once scrapes on the pads and there is a deer within hearing he will

The man in the bow is not looking for the form of a deer. He does not expect to see that until he has drawn close to

his quarry. He is looking for two small gleaming spots, which will be the deer's eyes in the glare of the lamp, or even for one round gleaming spot, which will be he deer's eyes merged into one by the The jacker of experience judges his distance wholly by the size of the eyes

and the distance between them. The leer's eyes will be merged at 200 yards. They will still be merged though beginning to separate at 150 yards. At 125 yards they will show as a band of light three inches long and an inch wide. At 100 yards they will be distinct as two eyes, but with their there will be apparently an inch between them. At sixty yards they will be nearly e proper distance apart, and at fifty yards tlines of the animal may be seen. is usual to shoot at from 75 to 60 yards. is not often that the jacker risks get-

ting near enough to see the deer.

He has no means of knowing the position of the animal. So he draws a bead as careas he can between the eves and a little low and lets drive. No matter what his experience he will miss much more often than he hits, but in a good deer country he ought to get three or four shots before returning to camp, and so is recsonably sure of game.

There is not a harder form of rifle shoot-The mark is of the smallest and the culf of darkness to be shot across bothers the oldest hands. Futhermore, the boat never entirely still and there is always more or less uncertainty as to the exact distance of the deer.

At the crack of the shell the eyes will sappear. If there is a succession of rapid splashes a miss or a wound will have been made. If there is a stillness or a srenuous thrashing the deer is down.

As the rifle sounds the guide bends for forward and digs in the paddle and the boat leaps onward. It is his business to get to the spot where the deer was standing as soon as possible. The animal may only stunned and will need a coup de

Sometimes when missed the deer will make a half dozen frightened leaps and stand still, trembling, and then if the boat is driven on and the light is swept rapidly about he may be seen and knocked over before he starts again for the bank. If the deer is dead the hunter leans over

and grabs the animal by the ears and the boat is forced through the lily pads to shallower water where the carcass may

It the deer is only wounded or has been creased through the neck and merely shocked into momentary insensibility a shocked into momentary insensibility a struggle follows. Going up to a big buck that has been felled in water three feet deep is not always devoid of danger.

Sometimes when the animal is feeding shining his eyes is difficult. The head is down, the nose buried in the vegetation and the eyelids are drespect.

and the eyelids are drooped, hiding a good part of the orbs. At such times the man behind the light, looking keenly ahead and scanning every foot of illuminated surface, will see far beyond the half-circle

flight a single flash.
It shows like a narrow streak of fire a oor long in the dark and is not a half second. That caused by the deer's eye as he moves

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steadily he will see one or two shining spots grow upon the black pall and the deer will then have raised his head and be looking steadily at the savancing flame. Though sportsmen deny that this form of hunting is true sport, something may be said in defence of it.

said in defence of it.

"A much higher order of marksmanship is required for success in this form of deer killing than in many others." said an old jacker. "It is harder to hit a deer sixty yards away at night when only the eyes are visible than it is to bore one through and through when the marksman is sitting at ease on a runway in broad daylight and the unsuspicious animal is strolling toward him or else standing stock still broadside him or else standing stock still broadside on with not a leaf or twig intervening; and very many of the deer slain in the legitimate season are slain in this way.

"There are in fact but two legit
ways of killing the deer in daylight.

mate season are slain in this way.

"There are in fact but two legitimate ways of killing the deer in daylight. One method is used when the hunter, rifle in hand and unassisted by a dog, matching his acquired skill and woodcraft against the inherited skill and woodcraft against the inherited skill and wariness of the animal, takes up the trail, follows it for miles, stalks his prey and kills it by a fair shot. The other method is used when the hunter, walking rapidly and noisily through the woods, jumps his quarry and slays it as it leaps, or standing upon a runway fires upon the brown body hurtling through the trees and stops it in midspring."

The night sport gets into a man's blood once it is tried, and the adage holds good: "Once a jacker, always a jacker." The silence, stealth and mystery of it charm.

Stealing smoothly along the lake, with the black loom of the trees to one side, the edges of the lily beds invisible and the water itself only dimly in sight, the hunter feels himself cut off from the world, affoat on a space of ink and dependent solely upon himself for success. The guide, driving the craft with infinite caution, might as well be in another hemisphere for all the company that he is.

Soddenly the round bright spot shows

pany that he is. pany that he is.
Suddenly the round bright spot shows ahead. The guide sends the boat forward by a long, silent, powerful stroke, then lifts his paddle from the water entirely. He knows that the impulse should take the craft at least thirty yards onward, unless there be a strong wind in their faces. If the boat stops too soon and the eyes are not yet far enough apart, it will be worked onward easily until the lean brown barrel is horizontal and the whiplike report

snaps on the night.

There is no jacking during full moon time. At other times it is usual to go out before the moon rises or to wait until after it sets. The blacker the night the better. It is almost useless to venture out when the wind is high, because the boat rocks so rapidly and violently in the wavelets that a good shot is an accident. Clinker-built boats or round-bottomed canoes are used. A flat-bottomed boat, though steady,

used. A flat-bottomed boat, though steady, is too noisy from the waves slapping under the slightly raised bow. The very best craft for the sport is a roomy cedar canoe, but the occupants must be steady to avoid a spill. Getting a big dead deer into a vessel of this kind is a ticklish job.

Because of the stillness and the night, the intense watchfulness, the necessity for exact shooting and nicety in judging distance, the long-drawn suspense and strain, men are more subject to buck ague in firehunting than in any other form of deer pursuit. The tyro is certain to get it severely, and even seasoned hunters sometimes take it on the first night they are out after a rest of a year, though they have

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Leaving Desbrosses St. at 3:15 P. M. (Sats. 1:45 P.M.). W. 22d St., 3:30 P. M. (Sats., 2 P. M.). (29th st. (on Saturdays and Holidays only). 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburgh, New Hamburgh, Milton, Polkeepsle, Esopus, Rondout and Kingston. Crehestra on board. BYSEATO MAINE

MAINE STEAMSHIP CO. IS THE MOST DELIGHTFUL SEA TRIP OUT OF NEW YORK. Fast modern Steamships NORTH STAR and HORATIO HALL salt for Portland Mondays. Thesdays, Thursdays and Saturdays. Direct route to the White Mountains, Bar Harbor, Rangeley Lakes, and all the famous Eastern Coast and Ialand Summer Resorts. Only direct route to Portland, the scene of the great army and Nart, war game.

Send for Plustrated descriptive booklet, mailed free, Offices, 29) Broadway and Pler (New 32 East River, New York, Telephone, 1209 Orchard. CATSKILL EVENING LINE. for Catskill and Catskill Mountain Points, Hudson

For Catskill and Catskill Mountain Points, Hudson and the Berkshires, Coxsackle and way landings. Steamer KAATERSKILL or ONTEORA, every week day from Pier 43, N. R., at 6 P. M., and from West 120th st. at 7 P. M.
Extra boat IONTEORA: Saturdays, 1:39 P. M., from Pier 13, 1:39 from W. 129th st., for Catskill, Hudson by annex, and Maiden,
Connections—Catskill Mountain, Boston & Albary and Mhany & Hudson Railroads.
Special trains for Catro, Paienville, Otls Summit, Halnes Corners and Cancerveille.
Ulning Rooms on Main Deck.
Descriptive Folder Mailed Free. PEOPLE'S LINE FOR ALBANY. ADIRONDACK OR DEAN RICHMOND

leaves Pier 32, N. R., foot Canal St., at 6 P. M. week days, connecting with express trains for SUM-MER RESORTS North, East and West. Saturday night steamer connects with Sunday morning trains for SHARON SPRINGS, SARATOGA, NORTH CREEK and steamer on LARE GEORGE. Summer Excursion book free. Orchestra on steamers. TROY LINE Steamers "Saratoga" or "City of Troy leave W. 19th street pler daily 6 P. M. except Saturday, SUNDAY STEAMERS TOUGH AT ALBANY, Direct railroad connection at Troy for all resorts.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGI BOSTON AND POINTS IN NEW ENGLAND.

FALL RIVER LENE for Newport, Fall River. Boston and all Eastern and Northern Points. Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 18, N. R., foot Warren St., week days and Sundays at 5:30 P. M. PROVIDENCE LIME for Providence. Boston. North and East. Steamers PILGRIM and CONNOCTH and East. Steamers MAINE and NEW HAMPSHIRE. Leave Pier 18, N. R., foot Clarkson St., week days only at 6 P. M. NORWICH LINE for New London, Plaher's Island, Norwich, Worcester, Boston, North and East. Steamers CITY OF LOWELL and CITY OF WORCESTER. Leave Pier 40, N. R., foot Clarkson St., week days only, at 5:30 P. M. NOW HAVEN LINE for New Haven, Hartford. Springfield and North. Week days Steamer RICHARD PECK leaves Pier 40, N. R., 200 P. M., foot Sist St., E. R., 3:00 P. M. Steamer CHESTER W. CHAPIN leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 40, N. R., 12:00 midnight. Sundays, Steamer RICHARD PECK leaves Pier 4 NEW ENGLAND.

JOY ONLY \$2.00 New York to Providence. LINE First-Class Service. Fast and elegant steamers leave New York daily, excepting Sunday, at 5 P. M., from Pier 35, East River, foot of Catherine St. 'Phone: 800 Orchard Orchestra on each steamer.

HARTFORD LINE from Pier 33 (New), East River, daily, except Sun-day, at 5 P. M., for Connecticut River Landings, con-necting for Springheld, Holyoke, Northäeld and all New England points. Send for illustrated folder.

& HUDSON RIVER R. R.

RAILBOADS

THE FOUR-TRACK TRUNK LINE. VIA NIAGARA FALLS.

Trains arrive and depart from Grand Central Station, 42d Street, New York, as below:
North and westbound trains, except those leaving Grand Central Station at \$30, 11:30 A. M., 245, 3:30, 9:15, 11:30 P. M., will stop at 125th street to receive passengers ten injustes after leaving Grand Central Station.
All southbound trains except the "20th Century" and the "Empire State Express" and Nos. 36 and 66 will stop at 125th st. ten minutes before their arriving time at Grand Central Station. 12.10 A. M.—MIDNIGHT EXPRESS.—Due
Albany 5:55 A. M., Troy 6:40 A. M.
7.50 A. M.—PADIRONDACK, THOUSAND
ISLANDS AND MONTRAEL SPECIAL.
7.54 A. M.—*SYRACUSE LOCAL.—Stops at A. M.—SYRACUSE ECCAL.—Stops at all important stations.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffaio 445, Niagara Fails 5:31 P. M.

A. M.—STATAMAIL.—24 hours to Chicago. Due Buffaio 7:10, Niagara Fails 8:07.

A. M.—SARATOGA AND MONTREAL SECLAL.

A. M.—IDAY EXPRESS.—Makes local stops. Due Buffaio 1:15 A. M.

A. M.—TRUTLAND EXPRESS.—Due Rutland 7:45 P. M.

P. M.—SUFFAIO LIMITED.—Due Buffaio 1:109 P. M. Niagara Fails 1:155 P. M.

P. M.—SOUTHWESTERN LIMITED.—7ue Cincinnati 10:30, Indianapolia 11:0-7ue Cincinnati 10:30, Indianapolia 11:0-7ue Cincinnati 10:30, Indianapolia 11:0-7ue Chicago via Lake Shore, 24; via M. C. P. M.—SARATOGA LIMITED.—Saturday only. Due Saratoga 5:40 P. M.

P. M.—STRE 20th CENTURY LIMITED.—20-hour train to Chicago via Lake Shore. Electric lights and fans. 7.54 8.30 10.30 11.30 12.50 2.45 ectric lights and fans.

M.—SARATOGA LIMITED.—Except
turday and Sunday; due Saratoga 7:10 M.—ALBANY AND TROY FLYER.—
ie Albany 6:40, Troy 7:03 P. M.
M.—ALBANY AND TROY EXPRESS Local stops, M. - DETROIT, GRAND RAPIDS and

P. M.—*DETROIT, GRAND RAPIDS and CHICAGO SPECIAL. P. M.—*LAKE SHORE LIMITED.—23's hour train to Chicago. All Pullman cars. Due Cleveland 736's A. M., Cincinnati 1:30, indianapolis 3:10, Chicago 4:50, 9t. Louis 9:45 P. M. next day. P. M.—*WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C. P. M.—*MONTREAL EXPRESS.—VIa D. & H. or Pulland. 6.00 7.00 H. or Rutland. M.—ADIRONDACK AND MONTREAL P.M.—ADIRONDACK AND MONTREAL EXPRESS.
P. M.—BUFFALO, THOUSAND ISLANDS AND TORONTO SPECIAL.
P. M.—SPECIAL MAIL LIMITED.—Sleeping car only for Rochester.
P.M.—SO UTH WESTERN SPECIAL.
P.M.—SOUTH WESTERN SPECIAL.
P.M.—PACIFIC EXPRESS.—Chicago 34 hours by Michigan Central, 33 hours by Lake Short. 7.30 8.00 34 nours of the control of the contr 11.30

HARLEM DIVISION.

9.08 A. M. and 3.35 P. M. daily, except Sunday to Pittsheid and North Adams; Saturdays only, 2:46 P. M.; Sunday at 9:30 A. M. Pullman cars on all through trains.

Trains lluminated with Pintsei light,
Ticket offices at 167, 201, 415 and 1216 Broadway, 25 Union Sq. W., 275 Columbus av., 133 West 125th st., Grand Central Station, 125th st., station and 198th st. station, New York; 288 and 726 Fulton st., and 106 Broadway, E. D., Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE

Daily.

TExcept Sunday. Except Monday.
HARLEM DIVISION.

NEW YORK. BOSTON AND NEW ENGLAND (New York Central and Hudson River R. R. Leasee.)
Trains leave Grand Central Station, Fourth
ovenue and 42t street, New York, as follows:
19:04 A. M., 112:09 noon, 44:09 P. M., 411:00 P. M.,
arrive Foston 53:09 P. M., 5:40 P. M., 10:00 P. M.,
Leave Reston 10:00 A. M. 6:15 A. M.
 Leave Hoston 19:00 A. M., 112:00 noon, 4:00 P. M.
 11:00 P. M., arrive at New York 3 30 P. M., 5:40 P. M.,
 10:00 P. M., 0:14 A. M.
 Tickets at New York Central ticket offices, 107, 415

and 1216 Broadway and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELS,
Gen'l Manager. Gen'l Pass'r Agent. WEST SHORE RAILROAD

(New York Central and Hudson River R. R., Lessee,)
Trains leave Franklin St. Stalon, New York, as
follows, and 15 min, later foot West 42d st., N. R.
"7:10 A. M.—For interm, points to Albany.
"9:40 A. M.—(1) Catskill M'tin Express.
!11:20 A. M.—(2) Saratoga and Mohawk Express.
!11:20 A. M.—(2) Saratoga and Mohawk Express.
!12:65 P. M.—(3) Rip Van Winkle Flyer.
!3:00 P. M.—Gon, Lim, for Det., Chl. & St. Louis.
!3:35 P. M.—(4) Uster Express to Catskill M'tins.
!3:345 P. M.—(4) for Hudson River points & Albany.
!3:345 P. M.—(4) for Hudson River points & Albany.
!3:346 P. M.—for Roch., Buffalo, Cleveid & Chleago.
!8:00 P. M.—For Roch, Buffalo, Cleveid & Chleago.
!8:00 P. M.—For Roch, Buffalo, Cleveid & Chleago.
!9:15 P. M.—For Syra, Roch., Niag, Falls, Det.&Col.
"Daily. !Daily. except Sunday. Leave Brooklyn Angex. (1) at 19:15 A. M., (2) at 11:10,45 A. M.,
(3) at 12:10 P. M., (3) at 12:45 P. M. Leave Jersey.
City, Penn. R. R. Stal. (1) at 19:37 A. M., (2) at 11:26
A. M., (3) at 12:30 P. M., (4) at 13:35 P. M. Time
tables at principal hotels and offices. Baggage
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From Grand Central Station.

Due 9800 A.M. Hartford and Williamntic. 200 P.M. 9904 A.M. Springheld and Williamntic. 200 P.M. 1000 A.M. Springheld and Worcester, 3:30 P.M. 1000 A.M. New London and Providence, 3:30 P.M. 1209 M. Springheld and Worcester, 5:30 P.M. 1209 M. Springheld and Worcester, 5:30 P.M. 120 P.M. 100 P.M

Lackawanna Railroad. Leave New York, foot Barciay and Christopher

Sta.

8000 A. M.— For Binghamton and Syracuse.

*1000 A. M.— For Buffalo, Chicago and St. Louis

*110 P. M.— For Buffalo and Chicago.

*110 P. M.— Pocoato Mountain Special.

*1400 P. M.— For Scranton and Phymouth.

*44 10 P. M.— For Buffalo and Chicago.

*8 16 P. M.— For Buffalo and Chicago.

*2 00 A. M.— For Chicago. Stepers open 9 P. M.

*Tickets at 107, 429, 143 Broadway, N. V. 339

Fullon at, Broadway, ... *2019. *42 Except. Sunday.

*2 Thursdays, Frioays and Saturdays.

Pennsylvania RADIFICAD.

STATIONS FOOT OF WEST TWENTY THIRD STREET AND DESBROSSES AND CORT-LANDT STREETS. EF The leaving time from Desbrosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.

RAILEDANS

that given below for Twenty-third Street
Station, except where otherwise noted.

7:35 A. M. FAST MAIL.—Parior, Sleeping and
Dining Cars. For Chicago, Indianapolis and
Louisville.

8:55 A. M. ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. CincimatiIndianapolis, St. Louis. Dining Car.

10:25 A. M. PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation
Compartment. Cars. For Chicago, Cicvelsad.
Toledo and Detroit.

1:55 P. M. CHICAGO AND ST. LOUIS EXPRESS.
—For Toledo, Nashville (via Cheimani and Louisville), Indianapolis, Chicago, St. Louis. Dining
Car.

4:55 P. M. CHICAGO LIMITED.—Pullman Sleeping, Smoking, and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

5:55 P. M. ST. LOUIS EXPRESS.—For Pittaburg, Cincinnati, Indianapolis, Louisville, St.
Louis, Dining Car. For Gary, W. Va. (via
Shenandoan Valley Route.)

5:55 P. M. PACIFIC EXPRESS.—For Chicago.
For Toledo, except Saturday. Dining Car.

7:55 P. M. PACIFIC EXPRESS.—For Pittaburg
and Chicago. For Knoxville, daliy, via Shenandoan Valley Route. Connects for Cleveland
except Saturday.

8:25 P. M. CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg, Cleveland, Cincinnati
Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH. WASHINGTON AND THE SOUTH.

7:55, 8:25, 9:25 (Dining Car), 10:10 (Desbrosses and Cortlandt streets, 10:20), (Dining Car), 10:55 (Dining Car) a. m., 12:35 (Dining Car), 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parior and Dining Cars), 3:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 4:25 (Dining Car), 10:55 (Dining Car), 4:25 (Dining Car), 10:55 (Dining Car ATLANTIC COAST LINE.-Express, 9:25 a. m. SEABOARD AIR LINE RAILWAY.—Express, 12:53 SEABOARD AIR LINE RAILWAY.—Express, 1239 p. m. and 12:10 night daily.
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 325 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a.m. week days and 4:55 p. m. daily.
FOR OLD POINT COMFORT AND NORFOLE. week days and 4:55 p. m. daily.

FOR OLD POINT COMFORT AND NORFOLE.—
7:55 a. m. week days and 8:55 p. m. daily.

ATLANTIC CITY, -9:55 a. m. and 2:55 p. m. wee't days. Sundays, 7:55 a. m. Through Vestibuled.

Trains, Buffer Parlor Cars and Standard Coaches on week days. Parlor. Smoking Car. Parlor Cars, Diaing Car and Standard Coaches on Sundays.

CAPE MAY.—12:55 p. m. week days.

CAPE MAY.—12:55 p. m. week days.

CAPE MAY.—12:55 p. m. week days.

A. M. (2:10, 1:10) (Saturdays only), 2:25, 2:55, 3:25, 4:10, 4:55 and 6:55 p. m. week days. Sundays, 7:55, 9:25 a. m., 4:55 p. m. (from Desbrosses and Cortlandt Streeta), 7:50, 9:30 a. m., 12:20, 1:29 (Saturdays only), 2:30, 3:10, 3:40, 4:20, 5:10 and 7:09 p. m. week days. Sundays, 8:15, 9:45 a. m., 5:50 p. m. From Desbrosses Street only, 3:30 a. m.. Cortlandt Street only, 3:45 a. m. week days.

FOR PHILADELPHIA.

FOR PHILADELPHIA.

6:05, 7:25, 7:55, 7:55, (Dining Car), 8:25, 8:25, 9:25 (Dining Car), 9:25 St. Louis Limited), 10:10 (Deabrosses and Cortlandt Streets, 10:20) (Dining Car), 10:25 (Pénna, Limited), 10:25 (Dining Car), 11:35 a. m., 12:55 (Dining Car), 11:35 a. m., 12:55 (Dining Car), 2:10 (Deabrosses and Cortlandt Streets, 2:20), 2:25, 3:25, (Dining Car), 3:56, 4:25, 4:25 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 4:55 (Dining Car), 6:55, 9:25 p. m., 12:10 night, week days, 8:05, 9:25 p. m., 12:10 night, week days, 8:05, 7:55 (Dining Car), 8:25, 8:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 8:25 (Dining Car), 12:5 (Dining Car), 12:10 (Dining Car), FOR PHILADELPHIA. S:55 (Dining Car), 7:55, 8:25, 8:25, 9:25 p. m., 12:11 night.

Ticket offices, Nos. 461, 1354, 113 and 261 Broadway
182 Fifth avenue (below 23d 8t.), 263 Fifth avenue (corner 29th 8t.), 1 Astor House, West Twentythird Street Station and stations foot of Desbrosses and Cortianat Streets; 4 Court Street, 860 Fulion Street, 390 Broadway, and Pennsylvania Annex Station, Brooklyn; Station, Jersav City. The New York Transfer Company will call for and check baggage from hotel and residences through to destination, Telephone "914 Eighteenth Street" for Pennsylvania Reliroad Cab Service.

W. W. ATTERRUIRY.

General Manager. Pass'r Traffic Manager
GEO. W. BOYD.

General Passenger Agent
6-27-1903.

READING SYSTEM NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (time from South Perry five minutes earlier than shown below). EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—24:00 (7:15 Easton only), 9:10 A. M., 1:20, 4:40, 5:30 (5:45 Easton only), P. M. Sunday, 24:25 A. M., 1:30, 5:30 P. M. WILKESBARRE AND SCRANTON—24:00, 9:19 WILKESBARRE AND SCRANTON—24:00, 9:19 Sundays, 24:25 A. M., 1:30 P. M. A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00 P. M. LAKEWOOD, LAKEHURST, TOMS RIVE; AND BARNEGA F—24:00, 9:40 A. M., 1:30 (3):1 Lakewood and Lakehurst only), 4:30 P. M. Sun-ATLANTIC CITY-19:40 A. M., 13:40 P. M. (1:7) VINELAND AND BRIDGETON-124:00 A. M.

ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL-PHIA AND READING RY, and BALTI-

MORE AND OHIO R. R.
Leave South Ferry, Liberty St. Ferry,
Balto.-Washington, 19:25 AM, 19:29 AM Buffet
Balto.-Washington, 10:25 AM, 10:39 AM Diner
Balto.-Washington, 11:25 AM, 11:35 AM Diner
Balto.-Washington, 12:55 PM, 10:39 AM Diner
Balto.-Washington, 12:55 PM, 10:39 PM Diner
Balto.-Washington, 12:55 PM, 10:39 PM Diner
Balto.-Washington, 12:55 PM, 10:39 PM Buffet
Balto.-Washington, 12:10 nt, 12:15 nt Sleeners
Dally, 10:18, except Sunday, 5 sunday only,
Omess: Liberty, St. Ferry, South Ferry, 6 AstoHouse, 167, 201, 434, 1354, Broadway, 182, Flitt
Ave., 25 Union Square West, 153, East, 125th, St.,
277, West 128th, St., 245, Columbia Ave., New York,
4 Court St., 344, 806 Pulion St., Brooklyn; 339 Broadway, Williamsburg, New York, Transfer, Co., calls
for and checks baggage to destination. MORE AND OHIO R. R. for and checks baggage to destination

BALTIMORE & OHIO RAILROAD.

LEHICH VALLEY.

Foot of West 23d A. Cortlandt and Destrosees Sta. B. Baily. + Except Sunday. Sunday changes: 412 45. e4.00. na.25. x3.45. Manch Chunk Local LV.N.Y. ALL.N.Y. Buffalo Express 77.55 AM 98.10 AM 77.10 AM ELACK BILABUND EXPRESS 75.55 AM 98.10 AM March Chunk and Hazleton Local Wilkee-Sarre & Scranton Express 73.55 PM 41.0 PM 78.50 PM Chicago & Toronto Vestibule Exp. 79.540 PM *** 35.40 PM *** 40.0 PM *** 40 THE BYFFALO TRAIS. 7, 55 PM 48,00 PM Tlekets and Pullman accommodations at 167, 26, 272, 853, 124 and 254 Broadway, 142 5th Are, 25 Union Square West, 245 Cclurbus Ave., N. Y. 360 Fulton St., 4 Court Bt., 30 Broadway, and Ft. Fullmon St., Broadway, and Ft. Pullmon St., Broadway,

Catskill Mountains.

Catskill Mountains, Otis, and Catskill & Tannersville Railways making direct connections with the Ne-

orth and East. Exerrsion: Troy, \$2.50; Saratoga, \$4.50.) ron: Piers 5: end 52. North River. For Huntrate I bookiet, etc., address C. F. TAY LOR & SON, Taylors on Schroon, N. Y. Campania Aug. 22, 3 P.M. J. Lucania. Sept. 5, 2 P.M. Umbria Aug. 29, 10 A.M. Erruria. Sept. 12, 0 A.M. Extra TUESDAY SERVICE.
Aurenia Aug. 16, 1 P.M. Carpathia. Sept. 1, 1 P. M. Carrying second and third class only. VERNON H. BROWN & CO., G.a., Ages. 29 B.Way. Dining-room on Main Dect. Scarchlight Display NEW YORK, ONTARIO &WESTERN RY. Send for Booklet Excursion Tours. MISCELLANEOUS. LASS, Frankling C.

13:15 A. M. ... Way Train. ... Bi30 A. M.

13:15 A. M. ... Day Express to Diwego. ... 8:00 A. M.

14:50 A. M. ... Liberty Express ... 9:15 A. M.

11:40 A. M. ... Liberty Express ... 9:15 A. M.

12:00 Noon ... Express to Norwica ... 12:10 Noon ... 12:10 P. M.

13:16 P. M. ... Sturdays to Rockland ... 1:00 P. M.

13:17 P. M. Ellenville and Kingston ... 3:15 P. M.

13:18 P. M. Express to Rockland ... 3:15 P. M.

13:19 P. M. Express to Rockland ... 3:15 P. M.

13:19 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

13:10 P. M. Express to Rockland ... 3:15 P. M.

14:10 P. M. Express to Norwica ... 12:10 P. M.

15:10 P. M. Sturdays on the Indian direct connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York Company of the Indian Direct Connections with the New York BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND and SAG HARBOR BOATS ROAD MAPS

Of New York, New Jersey, New England by districks; some districts, 28c;; some Zuc.; handsomely
colored; roads and points of interest shown of
dealers or by mall; descriptive catalogue free,
GEO. H. WALKER & CO., Lithographers, Harcourt
st., Boaton. SHELTER ISLAND and SAG FARBIOR Endry
ATLANTIC TRANSPORT LINE.
NEW YORK LONDON DIRECT.
Minnelonka, Aug. 22,5AM | Minnehana Sept. 5.4P.M.
Minnelonka, Aug. 22, 5AM | Minnehana Sept. 5.4P.M.
Minnelonka, Aug. 20, 10 A.M | Mesaba Sept. 12, 9 A.M.
Only first class passengers carried.
FOR RATES, ETC., APPLY TO | BROADWAY. out after a rest of a year, though they have a hundred dead deer behind them and are his head in reaching for another lily pad. Then if the man will continue looking gray, weatherbeaten and sound from life